budget 2007-08, 3 surveys have been included. These surveys are likely to be completed by 2008-09.

(c) The policy for taking up gauge conversion to carry out the conversion of lines at least cost yet providing a standard of service not lower than what the rail users were getting on the Metre Gauge covers the following areas:

(i) To take up conversion of lines to develop alternative BG routes obviating the need for doubling existing BG lines on these routes.

(ii) To establish new BG links between stations connected by other BG lines.

(iii) To establish BG connection to ports, industrial centres and locations having potential for growth.

(iv) To take up conversion of lines required on strategic considerations.

(v) To minimize transshipment and to improve wagon turn around by avoiding delays at transshipment points.

Further, those projects are considered to be financially viable which yield a rate of return of 14% or more under the discounted cash flow method.

Extra charges on passengers under Tatkal Scheme

3311. SHRI PRASANTA CHATTERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that even a passenger terminates his journey in the midway, he is to pay for journey from originating station to terminating station under Tatkal Scheme;

(b) if so, whether Railways is allocating the vacant berth to another passenger; and

(c) the estimated earnings of Railways from such cases?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) As per provision of modified Tatkal Scheme circulated in the year 2004, the booking under this scheme is to be done only from originating to terminating point of the train with boarding facility from intermediate

station. This provision has since been modified and the Railways have been authorised to earmark Tatkal quota at some intermediate station also keeping in view the traffic pattern and utilisation of end-to-end Tatkal quota. In such cases, the passengers travelling from originating station to any station short of such intermediate station will pay fare upto that intermediate station and not upto terminating station of the train.

(b) As no prior intimation of such termination of journey is available, such vacant berths are allotted by the on-board Ticket Checking staff if there is demand.

(c) Separate date of such earnings is not maintained.

Thalasserry-Mysore rail line

3312. SHRI K.E. ISMAIL: Will the Minister of RAILWAYS be pleased to state:

(a) when was the survey of the Thalasserry-Mysore railway line first conducted; and

(b) whether Government in view of the economic developments taken place in the whole of Malabar region and adjoining areas of Karnataka during the last decades would agree that the conclusion arrived by the Railways three decades ago that this rail line would not be economically viable, needs reconsiderations in the light of present realities?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) This survey was completed in 1959-60.

(b) Updating survey for Thalasserry-Mysore new line has been included in the budget 2007-08.

Macro Plan of Railways

†3313. SHRI LALIT KISHORE CHATURVEDI: Will the Minister of RAILWAYS be pleased to state:

†Original notice of the question was received in Hindi.